

The American Observer

A free, virtuous, and enlightened people must know well the great principles and causes on which their happiness depends. — James Monroe

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AUGUST 1, 1938

Program Studied to Help Older Workers

Inability of Men and Women over Forty to Find Employment Raises Serious Issue

SPECIAL COMMITTEE NAMED

Removal of Age Discriminations in Hiring Policies Likely to Be Sought as Remedy

Of all the tragedies which might befall an American family, none is more cruel in its exactions than permanent unemployment. And yet that is a specter which today confronts many a worker who, still in the prime of middle age, faces the dismal prospect of never again finding work. Men who, judged by all standards of physical and mental fitness, are at their peak of usefulness and efficiency have been relegated to the economic scrap pile, declared economically old and unwanted by American industry. Thousands upon thousands of companies have established an age limit in their hiring policies, refusing to give employment to men and women who are 40 or 45 years old, and even as young as 35.

The Older Worker

The plight of the older worker did not dawn upon the American public until the aftermath of the great depression of 1929-1932, when workers once more began to find their way into private employment. As several million were being reabsorbed in industry by the upward swing of the business pendulum, it became apparent that the older workers, men and women in their forties and fifties, were not faring so well as the younger employees. Of those who were taken from relief, according to a study of nearly half a million workers in 13 cities, more than twice as many between the ages of 25 and 34 found jobs as in the age group, 45-54. Almost in direct ratio to the increasing age were the diminishing employment opportunities. It was gradually coming to be realized that the man of 40 and over was regarded by industry as old and unfit for employment.

During the last year or so, increasing attention has been focused upon this tragic problem by national leaders and students of social and economic problems. A little more than a year ago, President Roosevelt called attention to the trend by pointing out that the bulk of reemployment was among skilled workers and those who were relatively young, whereas the older workers and those who were unskilled were for the most part remaining jobless.

It is widely known [the President declared] that many of the largest industries will not hire workers over 40 years of age. . . . Leaders of business must recognize the consequences of this hiring age policy—it condemns many in this group of workers to permanent unemployment. It is scarcely necessary to point to the seriousness of this policy to the unemployed. Long-continued unemployment for the older workers results sooner or later in unemployability.

So serious was the problem becoming, declared Secretary of Labor Frances Perkins a few months ago, that it threatens our social structure and "its alleviation and correction is becoming a growing matter of public concern." It was a realization of the seriousness of the problem that led Secretary Perkins early this year to appoint a committee, with members representing industry, labor, and the public, to study the entire problem and to recommend.

(Concluded on page 8)



THE CHRIST OF THE ANDES

"Sooner shall these mountains crumble into dust than Argentina and Chile shall violate the peace they have pledged at the feet of Christ, the Savior."

When Majorities Fail to Rule

We frequently hear complaints to the effect that the wishes of majorities are thwarted and that the people cannot get what they want. The blame is laid at the door of politicians, or the machinery of government may be accused of inefficiency. It is true that opinion is not always translated into action. Polls have been taken during recent months, for example, indicating that an overwhelming majority favors government manufacture of munitions, and yet there is not the slightest prospect that the munitions business will be taken out of private hands. This is but one of many such cases. Instances of the failure of opinion to produce legislative results may be seen on every hand.

This brings us to an interesting question. Why is it that apparently overwhelming opinion is so often neglected in a democracy such as ours? Perhaps there are a number of explanations. In some cases it may be that public sentiment is uninformed. People generally may favor a certain policy without thinking much about it. Legislators, however, confronted by the necessity of making responsible decisions, may see difficulties and weaknesses not understood by the average citizen. That may account for certain cases of legislators' indifference in the face of popular sentiment for action. But that is not the whole story. When popular desires are unfulfilled, it is likely to be because they are feeble. A majority may want something weakly. If asked if they are for it, they answer that they are. But they do nothing about it. They do not try to induce their legislators to support it. If the officers whom they elect do not carry out their wishes, they do not remember it on election day. So their desires may safely be ignored. This is not the case with minorities, small groups, who may not have numbers on their side, but who know what they want and work for it diligently. They know something which many good and unselfish citizens apparently do not; namely, that political action is determined not only by quantity of pressure but by intensity. So they let legislators know that their action will be remembered on election day, and the legislators do as the forceful minority wishes.

Good government is not won by those who wish for it feebly. This fact throws a heavy responsibility upon the citizen who means business. He must be as alert and energetic as the interests are. If he has a conviction he must back it with courage, political intelligence, and determination. If it is true that the average citizen has not the time, the energy, or the strength of will to make his desire for good government effective, the burden of responsibility is all the heavier upon those who fancy themselves a little above the average in training or political competence.

Powers Covet South American Commerce

Five Nations in Keen Competition for Control of Valuable Trade and Raw Materials

MANY DIFFICULTIES ARISE

Emergence of South American Industry and Nationalism Threatens to Reduce Foreign Control

A sharp dispute over trade policy which recently disrupted the relations between Germany and Brazil serves among other things to focus attention in the United States upon the fact that other nations besides our own play an important role in the economic life of South America. Throughout that large continent the world powers are engaged in a struggle for commercial supremacy. England, Italy, Germany, and Japan are very actively involved, while France, Portugal, and a number of smaller nations play a lesser part. Persistent reports that the three fascist powers are spreading their propaganda throughout the regions south of the Rio Grande have aroused enough alarm in this country to prompt discussion in Congress. But these vague and disturbing reports have had another effect, they have awakened in many American minds an interest in that continent, and a desire to know what is going on down there, and to what extent we may be involved.

Vague Conception

Events in Europe and Asia have occupied so much of the foreign news in recent years that very little attention has been given to South America or to the problems it presents. Last February we quoted an article in *Fortune* to the effect that the general conception of South America held in the United States is sketchy, to say the least. For one thing, it has perhaps been felt that its people are not closely related to us. They are thought of as a Spanish-Indian mixture which has produced little in the way of art or literature, and have done less to advance the cause of science, industry, agriculture, or the humanities. Whatever important decisions have affected their lives have been made for them by others—either by their local dictators, by ourselves, or by other powers or foreign interests.

For another thing, South America, although considered vaguely to be a near neighbor of ours, is much farther away than most people think, and the cost of getting to its more interesting spots, and the time needed, have discouraged the tourist trade. Rio de Janeiro, for instance, by air is not only farther from New York than the capitals of western Europe such as London, Paris, and Madrid, but farther also than the more remote cities of Rome, Vienna, Berlin, Bucharest, Warsaw, and even distant Moscow. And in the case of Buenos Aires, which is as far south of Rio as Havana is from New York, we can carry this comparison much further. On the west coast, it will be found that Valparaiso, the best port on the Pacific coast of South America, is at a greater distance from San Francisco than Tokyo, in the Land of the Rising Sun. An afternoon with a few simple measuring instruments and an accurate globe map should dispel the thought that the chief countries of South America (and this is particularly true of the ABC countries—Argentina, Brazil, and

Chile) are so much more our neighbors than the leading powers of Europe, or even Asia.

But even those Americans who see South America as tourists do little more than skim the surface. The continent is like one of those false-front stores peculiar to the western frontier towns of the United States during the westward movement. It has a front, striking and beautiful, which the tourists see and snap pictures of. Then they return home with a fleeting impression of modern cities of white houses with red roofs, tropical green, and a sky of such a lovely blue that they will never forget it. "Why, it's just like Miami or Los Angeles," someone will say, and then thinking of the exclusive Argentine riding clubs, the well-dressed crowds, and the Spanish architecture, add "only with more glamour."

What Is Not Seen

What they do not see, many of the tourists, is the soul of the continent—the hopeless, despairing poverty in the hinterland and in the carefully concealed slums where empty gasoline cans are used for stoves, where filth, through lack of drainage, accumulates in the streets and disease stalks through the hovels striking down an alarming portion of each family. Beyond the brilliant front of the seaports lies the Brazilian jungle which gets darker and deeper as it extends its immense steaming growth into the fever-ridden heart of the continent. The tourists may see the edge of the vast flat pampas and its great herds, but probably not its lords who, ruling from their haciendas, recognize virtually no law but their own. They perhaps catch a distant glimpse of the Andes—the longest mountain range in the world—so high that they are second only to those of Tibet, that the railroads struggling over their heights in places travel more than a mile above the level taken by the average American transport plane, and so high that the Trans-andean Airline planes fly through the passes rather than attempt to climb above the peaks. The Andes, the Brazilian jungles, and the brilliance of such cities as Buenos Aires and Rio de Janeiro are so striking that they tend to dwarf another and important side of South America which is perhaps better known to bankers and financiers than tourists, and better described in the confidential files of banking houses and governments of world powers than in travel literature.

Economic Side

The 10 republics, and, to a lesser degree, the three colonial possessions in South America possess in quantity commercial produce and raw materials which the rest of the world needs. Bolivia has its tin; Brazil its sugar, rubber, coffee, and has been experimenting successfully with cotton; Chile contains a wealth of nitrates and copper; Ecuador, cacao; Colombia and Venezuela compete in producing coffee and petroleum, while from Argentina comes wheat, beef, wool, hides, and linseed.

In some of these commodities they compete with our own producers, in others with those of other nations, but there is hardly a power that does not need something that South America produces, and what is also important—there is hardly a power that does not need South America as a market for its own goods. In the United States we simply have to have rubber and tin. It is doubtful that we could get along without its supply of these commodities. To a lesser extent we need its coffee, nitrates, and wool. And at the present rate of depletion that our oil reserves are undergoing, someday we will need its petroleum. Germany has urgent need for its oil, copper, rubber, cotton, wool, and tin. Italy and Japan have virtually the same needs. Although the British Empire as a whole is nearly self-sufficient, the danger that Italy may someday be able to shut British commerce out of the Mediterranean Sea, thereby necessitating a painfully long voyage around Africa to reach the markets of India and British Malaya, has forced upon the British a realization that a good standing in South American markets is of great im-

portance. Japan, never overlooking the disturbing possibility that someday may see a coalition of powers arrayed against her, feels likewise that her only secure overseas market lies in South America.

Favorable Position

Thus it is not surprising to find that most of the major powers are today competing for South American markets, and it is not surprising that in their competition there should be a great deal of intrigue and many sharp political deals. This competition is stimulated by several factors. One is the geographical location of the continent. Its central position, south of the United States

ensued, with England, Germany, and the United States in the lead and France and Italy following as poor seconds.

The collapse of Germany at the close of the World War, and the diversion of French and Italian interests to other spheres left the stage once more to the United States and England who maneuvered for control of petroleum resources and other more profitable materials. The most strenuous efforts were made by bankers who wished to make money out of previously unexploited territory. From the pre-war era to 1931, British investments swelled from \$1,000,000,000 to \$4,515,000,000. Ours trailed, but our influence in-



COURTESY PAN AMERICAN AIRWAYS
A CONTINENT OF CONTRASTS
Leaving the Andean snows for the broad, flat pampas and Buenos Aires.

and midway between Europe and Asia, coupled with a very long coastline—north, south, east, and west—gives every world power access to it on fairly even terms. European powers find its east coast within easy reach. We, in the most favored position, are near both Atlantic and Pacific ports. Although Japan finds herself far removed, she makes up in determination and resourcefulness what she suffers from distance. The 10,635 miles between Tokyo and Valparaiso have not discouraged her industrious merchant fleet in the least.

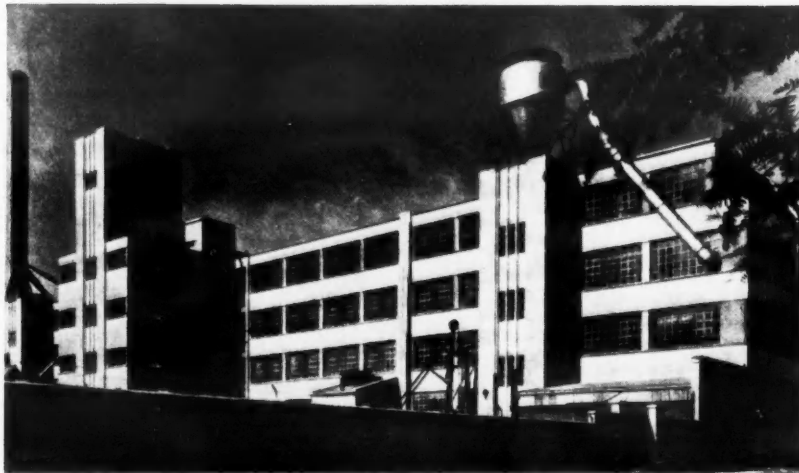
Another reason for the struggle for commercial supremacy at this time may perhaps be found in the fact that South America is the only nonindustrial continent that has not already been divided up among the imperialist powers. This is responsible in a large degree to the Monroe

created in Brazil, Bolivia, Peru, and Chile. Our investments, which were about \$300,000,000 before the war, have now reached a figure of \$1,500,000,000.

Depression Effect

In the depression, which hit South America as hard if not harder than any other section of the world, both British and American investments suffered. Interest payments on bonds were defaulted, and a great wave of popular resentment against foreign domination swept the continent. Since this was directed primarily against the United States and England—Italy, Germany, and Japan found the path cleared for them when each made its bid for supremacy on the continent in the 1930's.

The struggle that is going on today is between virtually the same powers that



U. S. CAPITAL IN SOUTH AMERICA
A South American factory designed by American architects, built by American capital, and controlled by Americans.

Doctrine which so directly discouraged any European intervention in South American affairs with an eye to conquest.

The present contest for a favored commercial position in South America is nothing new to that continent. From the days their first explorers landed there, the Portuguese and Spaniards vied with each other for commercial supremacy. As their vitality waned, their places were taken by a young and vigorous United States armed with its Monroe Doctrine, and by Great Britain and her huge accumulations of capital. Other nations subsequently entered the lists, and previous to the World War, a situation somewhat similar to the present

were engaged in it just before the war. If any general statement can be made concerning its possible outcome, it might be said that the United States and Germany are winning at the expense of England and Japan. There is no general line-up of the fascist powers against the democratic. Germany's gains in Brazil have been partially at the expense of the United States, but also at the expense of Japan. American gains in the Argentine, however, have been almost entirely to the detriment of Great Britain.

Two weeks ago, for the first time in many years, the published figures showed British trade with Argentina to have dropped be-

low ours. The Germans have introduced a barter system that has worked very well up to the present, but now shows signs of weakening. They purchase, say, coffee from Brazil, and pay for it with so-called Aski or blocked currency which has real value only in Germany. That means that Brazil, to get full value in the trade, must purchase an equal amount from Germany. In that way there has been kept a fairly equal balance of trade between Germany and each South American country with which she does business.

In some cases, however, the Germans took more of a given crop than they needed and then sold the surplus to a third nation at a knockdown price. Thus some South American countries have found Germany competing with them in selling their own goods, and have been much disturbed by it. Brazil in particular showed resentment, and actually went so far as to say she would take no more Aski marks. This positive stand underwent subsequent modification, but the upswing of German-Brazilian trade has leveled off and is now moving down. That is also true of her trade with other South American countries.

Rise of Industry

One curious result of the contest among foreign powers for control of the South American market has been to defeat its own ends by gradually transforming that continent from a mere source of raw materials to an industrial community. As the world powers purchased raw materials, they paid for them with machines, machine tools, and all manner of technical equipment. The result was inevitable. South American nations began to put the machines to use to manufacture products of their own. Today they are beginning to supply their own needs. Brazil now produces boots, rubber goods, electrical appliances, paints, paper, cement, and even some structural steel. Argentina produces today all her requirements for boots, shoes, woolen piece goods, and cotton knitted wear, and most of her cement, tire tubes, and paper. Chile, having suffered considerably because of a sharp decline in the demand for nitrates, is also emerging as an industrial community in her own right, and is now entering the world market as a manufacturer of glassware and cotton textiles, and the government is taking steps to revitalize the nitrate industry. As the world's third largest copper producer, she is a formidable power in that field.

At the same time, foreign interests are being decreased. Britain in particular has suffered. Through default on bond interest and subsequent readjustments in interest rates, through strict exchange regulations and increased taxes on foreign enterprises, the various countries in South America are making it daily more difficult for foreigners to make easy money out of the South American wealth and peoples. The Argentine public debt, which is largely foreign-held, has been reduced from the predepression figure of \$1,250,000,000 to little more than \$500,000,000. In much the same manner Brazil has repurchased some 30 per cent of its own bonds held by foreigners.

Coupled with these developments there has been a noticeable rise in nationalism in various South American nations which, although it has been called fascism by some, is nevertheless an increasingly potent factor in applying brakes to foreign inroads upon South American industry.

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AROUND THE WORLD

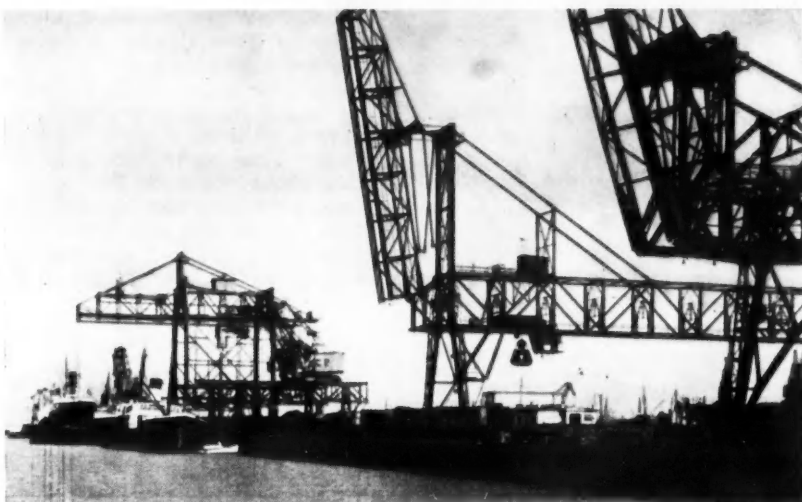
Palestine: With the bursting of a bomb that tolled 46 lives in an Arab market place in Haifa, the racial conflict between Jews and Arabs took an unprecedented turn last week, threatening to get completely out of control of the British authorities. Were the struggle one of clear opposition between a united Arab faction and a united Jewish faction, it might lend itself to some solution. But the difficulty appears to be that extremists on both sides have decided to take the law into their own hands.

The great mass of Palestinian Jews, exhorting to restraint by the Jewish Agency, the chief administrative body of Jewish interests in Palestine, and by the Chief Rabbinate, have taken a stand of determined opposition to these outbreaks, as is shown by the demand in virtually the entire Jewish press for a thorough investigation of the bombing at Haifa and for the punishment of the culprits, whether Jewish or Arab. At the same time the Jewish press maintains that the basic responsibility for the daily outrages lies with a certain foreign power, presumably Italy, intent upon creating trouble for the British.

The Arabs contend the Jews are responsible for the attack in Haifa. They are convinced that it is the work of the Revisionists, a militant Zionist faction. Whether the charge is true remains to be determined. The Revisionist party consists of large numbers of young impetuous Jews whose political platform calls for the complete control of Palestine by the Jewish population. Its leader, Vladimir Jabotinsky, has, as a matter of fact, been refused permission to enter Palestine because of his extremist agitation. The New York Times correspondent in Jerusalem is of the opinion that the suspicion falling upon the Revisionists is not without some basis.

These charges and countercharges apart, the situation in Palestine has made life there uncertain and insecure. Its most threatening aspect is the distinct possibility that the extremists on both sides will precipitate a civil war. Recruiting is said to be taking place secretly now among both Jews and Arabs; and unless the British authorities are able either to impose peace or to bring the two factions to an early agreement, these illegal militias may be brought out into the open and a civil war begun.

Strategically located as Palestine is along the road that leads not only to Britain's Far Eastern empire but also to the Italian



COURTESY GDYNIA-AMERICA LINE

SYMBOLS OF COMMERCE

Gdynia has a harbor to accommodate 50 steamers, a sea wall nine miles long, and huge docks equipped with the most efficient machines for loading and unloading cargo.

empire in Ethiopia, a civil war in Palestine might serve as a testing ground in a conflict between Britain and Italy for the eastern Mediterranean just as Spain has served as a testing ground in a conflict between the fascist powers on the one hand and certain other powers on the other.

* * *

Italy: The campaign against the Jews of Italy, foreshadowed months ago in the Italian press, has already begun. A group of Fascist professors, working apparently with the official sanction of Mussolini, has evolved a racial policy, the logical consequence of which will be the ultimate exclusion of Jews from the national life of that country.

The Italian move against the Jewish people is rather surprising. Mussolini himself expressed the opinion before the Rome-Berlin axis had been welded that the racial theories in Germany were nothing but sheer nonsense. The surprise lies not in the fact that Mussolini should have made such a complete about-face in his views. European politics often requires a man to hold contrary opinions on successive days; and Mussolini, once imprisoned for his socialistic views, later jailed other socialists who opposed him. The surprise lies rather in the fact that Mussolini should have taken a move which, while giving Hitler the impression that Italy is extremely anxious to strengthen even further its alliance with Germany, jeopardizes his vision of an expanding Italian empire.

The racial policy simply does not fit in with the supposed plans of Italy to build a great Italian empire in the Mediterranean. Only last year Mussolini in his tour through northern Africa indicated to the Arabs that they could seek no better friend than himself. That he should now pursue a program which, though immediately affecting only the 40,000 Jews, will be regarded by the Arabs of northern Africa as placing them also in a class apart from the Italians, is either a piece of shortsighted statesmanship or merely another mysterious move in European power politics.

* * *

Czechoslovakia: Determined to prevent a war between Czechoslovakia and Germany, the British government has decided to send a mediator to Prague. The mediator, Viscount Runciman, formerly president of the British

Board of Trade, will sit down at a conference table with the Czechs and with the leaders of the German minority in what may prove to be a final attempt to settle outstanding issues between the German Sudetens and the Prague regime.

Observers are not altogether hopeful of the outcome. They fail to see what possible solution to the Czech problem can be proposed by Runciman that has not already been proposed and rejected.

What the British mediator may succeed in doing is to impress upon Konrad Henlein the wisdom of reaching some agreement with Prague. Henlein has spent the last five years working to organize the German minority in Czechoslovakia. He has thus become a political factor of importance. Runciman may tactfully remind him of what happened to Arthur Seyss-Inquart, the Austrian Nazi leader who collaborated with Hitler for the absorption of Austria into Germany. Seyss-Inquart is a person neither of prominence nor of importance in Germany today. His place has been usurped by a German Nazi leader. Reminded of the fate of Seyss-Inquart, Henlein may grow more conciliatory.

This is admittedly a personal element, distinct from the grievances against Prague which the German minority entertains. But it may turn out to be the crux of the problem. The Czechs have given every indication of their willingness to satisfy the reasonable demands of the German minority. What has prevented an agreement up to now is the fact that with each proposal offered by the government in Prague the demands of Henlein became more uncompromising. With Henlein convinced that he has more to gain personally by keeping his followers under the Czech flag, redress of Sudeten grievances may prove the least of the stumbling-blocks in the way of a settlement.

* * *

Mexico: President Lazaro Cardenas is now faced with the necessity of taking definite steps to pay Americans whose property has been expropriated by his government in its land-reform program. Our State Department, after weighing for months the procedure it should follow in these claims against the Mexican government, has sent a note to the Mexican Foreign Office suggesting that the entire question of expropriated American property be submitted to arbitration.

Secretary of State Hull in his note suggested that America's good-neighbor policy is being put to a severe test by the failure of the Mexican government to make adequate payment for American property.

* * *

Poland: From its physical characteristics one might think that Poland was never cut out to become a maritime nation. The high Carpathians in the south, the profusion of rolling hills as one moves northward, the great plains and the endless marshes in the east, beautiful in summer, but gray and bleak in the winter,—this is the real Poland. Nowhere is there much seacoast, and nowhere is there a great natural harbor.

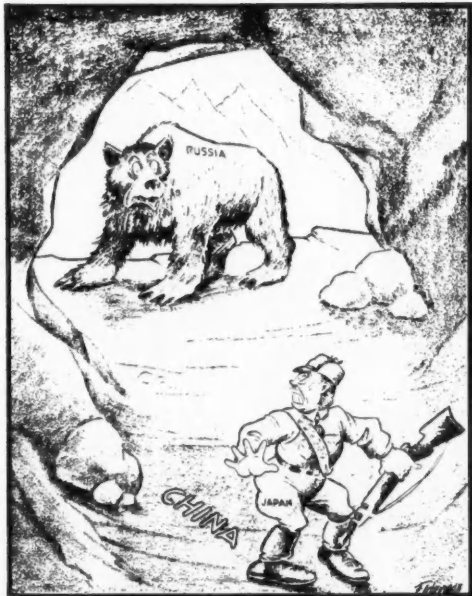
But history has proved the Poles to be a determined people. Having been partitioned three times by the great powers, they determined to retrieve their national sovereignty and, as a result of the World War, did. They also decided they wanted an outlet to the sea and to become a maritime power in their own right. So the Polish Corridor was carved through the then prostrate Germany, and a little fishing village on the Baltic Sea was developed into the prosperous modern port of Gdynia. Poland's ocean commerce is today rapidly expanding. Her merchant marine consists of nearly 70 vessels, of which nine are modern ships. The *Gdynia* and the *Batory*, two luxury motor liners in North Atlantic service, are the best known in America. New lines are being put into service; one now runs to Palestine, another, the South American ports, while another to Mexico is to be opened shortly.

Likewise the Poles have been at pains to develop their inland waterways, the great central channel of which is the Vistula River, which winds through central Poland. It is planned to build a canal connecting it with the Dnieper thus providing a waterway from the Baltic down through Poland and the USSR to the Black Sea, a very real rival to Germany's Danubian canal.

Poland's navy is today small, consisting of a few destroyers, submarines, and river monitors. Curiously enough, some of it operates in a region which the maps show as land,—the marshes of Pinsk, which extend from eastern Poland 200 miles into the Soviet Union.

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The Japanese forces in China have succeeded in cutting three dikes in the Yangtze River, thereby making it possible for them to continue military operations along the Yangtze in their drive toward Hankow, China's provisional capital.



THE HUNTER
ELDERMAN IN WASHINGTON POST



SPEAKING OF MEXICAN ART
TALBURY IN WASHINGTON NEWS



"HILLBILLY FLOUR SALESMAN" WINS TEXAS GUBERNATORIAL PRIMARY
W. Lee O'Daniel, with his children, Mike, Molly, and Pat, won the recent primary over 11 other candidates for the Democratic nomination for governor. Mr. O'Daniel is for the Ten Commandments and the Golden Rule, is opposed to politicians, and wants to industrialize Texas.

Political Scene

The spotlight this week is on Kentucky, where Democrats will go to the polls Saturday to choose Senator Alben Barkley or Governor A. B. "Happy" Chandler as their senatorial candidate in the November election. Senator Barkley has had fulsome praise from President Roosevelt; there is no question that the high command of the New Deal wishes to have him returned to Washington. Governor Chandler, however, is an active campaigner and a dangerous opponent. He is certain to give the senator a fight for the Democratic nomination which, for all practical purposes, amounts to election itself. A defeat for Senator Barkley would be a severe blow to the prestige of the Roosevelt administration.

Other primaries of lesser national interest take place this week. Tomorrow the voters of Missouri, Virginia, West Virginia, and Kansas choose their candidates. In Missouri, an anti-New Dealer, Senator Bennett Champ Clark, seems to be leading the pack of Democrats for the senatorial nomination, although the New Deal would like to see him defeated. In Virginia, the outstanding contest is that between Representative Howard Smith and William E. Dodd, Jr. The former has fought New Deal measures consistently; the latter, the son of the former ambassador to Germany, is asking for election on a strictly New Deal platform.



A NEW STAR IN HOLLYWOOD
FITZPATRICK IN ST. LOUIS POST DISPATCH

The West Virginia primary has little in it of national interest or importance. In Kansas, Senator George McGill is asking the Democrats to nominate him for another term. He has little opposition. The Republican primary, however, is more important than the Democratic. Reverend Gerald Winrod is making a strong bid for the senatorial nomination. But he is opposed by such leading Republicans as John Hamilton, national committee chairman, and William Allen White, who dislike Reverend Winrod's attitude toward Catholics, Jews, and Negroes. Recently

Mr. White ran a half-page advertisement in his newspaper, the *Emporia Gazette*, in which he criticized Reverend Winrod's speeches and statements. He urged Kansas Republicans to support Clyde Reed, former governor. Some observers believe that if Reverend Winrod is successful in winning the Republican nomination, Mr. White and other leading Republicans will desert the party to support the Democratic nominee.

On Thursday another Democratic battle takes place in Tennessee, with Senator George Berry's bid for reelection the issue. Senator Berry is being backed by Governor Browning and the state organization, opposed by Senator McKellar and Edward Crump, Memphis political leader.

Seamen's School

Plans are practically completed for establishing seamen's training schools on the Atlantic and Pacific coasts, according to Rear Admiral Emery S. Land, chairman of the Maritime Commission. Congress authorized the schools last spring when it amended the Merchant Marine Act. They are to be under the supervision of the Coast Guard, and classes are expected to start in September. They are to be located on Hoffman and Swinburne Islands in New York harbor, and on Government Island off Oakland, California.

The 3,000 seamen and 300 officers who are expected to enroll in the schools will take three-month courses, ashore and afloat, in the deck, engine, and steward departments. Chairman Land, in announcing plans for the schools, stressed the fact that they are open only to seamen who have already served two years aboard ship. The men in training are to be paid \$36, and are to be provided food, quarters, and clothing. The schools will serve to lessen unemployment among the seamen, he said, as well as provide valuable training.

A school solely for officers is planned at Fort Trumbull, Connecticut, although it will not be opened until later. A location for another branch on the Gulf of Mexico is being sought.

The Lone Star State

Texas politics, always exciting, hit a new high in the recent primaries when W. Lee O'Daniel won a clear-cut majority over his 11 opponents for the Democratic gubernatorial nomination. Mr. O'Daniel entered the race on impulse, and with little thought of winning it. For years he has broadcast a daily radio program, advertising flour. On one of his programs, he happened to mention that he did not particularly care for any of the Democratic candidates. If his listeners thought he should run for governor himself, he added jokingly, they should write him a postcard.

Thousands of postcards flooded into the radio station, so Mr. O'Daniel launched his campaign. With the "hillbilly" band which appeared on his radio program, he toured the state. "Beautiful Texas," the state song which Mr. O'Daniel wrote several years ago, was his theme. He wrote and sang other songs which set his audiences laughing, and sent them home O'Daniel supporters. His platform, he said,

The Week in the

What the American People A

was the Golden Rule and the Ten Commandments. More specifically, he promised a businesslike administration, war on professional politicians, and a \$30-a-month pension for all Texans over 65. He refused to comment on national issues, claiming that they did not enter into the campaign.

His election cannot be listed as a defeat or a victory for the New Deal, since no one knows where he stands on national affairs. Other Texas results were both encouraging and discouraging for the Roosevelt administration. Representatives Maverick and McFarlane, staunch New Dealers, were defeated by Democrats supposedly less friendly to the President, but Representatives Rayburn and Jones, also New Dealers, were returned. On the whole, the Texas primary seems to have been decided on local rather than national issues.

Internal Wrangling

The United Automobile Workers of America, the lusty young CIO union, is adding another stormy chapter to an already tempestuous career. The union, which has almost half a million members, is only a few years old; its greatest growth has taken place since the CIO split with the A. F. of L. in 1935. Its history is filled with one battle after another against automobile manufacturers, most of which resulted in union victories.

This time, however, the fight is within the



ALBEN W. BARKLEY

charge if the situation becomes much more serious; that is, if the union shows signs of breaking up because of the fight.

For Years to Come

The men and women who inhabit the earth hundreds of years from now will be able to see for themselves what sort of people preceded them here—that is, if they can operate our moving picture projectors. The Bureau of Standards in Washington is testing moving picture film, trying to develop a film which will last for centuries. Common cellulose film, say the Bureau experts, will last from 50 to 100 years. But the most modern film is good for 300 to 500. How do the experts know? They have worked out tests through which they put the film that age it by centuries, but in a few hours. The film is put in an oven at 100 degrees Centigrade, stored in a very humid atmosphere, exposed to a strong carbon arc light, and finally run through a machine which analyzes its resistance to scratches.

Once the Bureau has found a film which it considers acceptable, the government plans to record all sorts of scenes, then store the reels away in fireproof and waterproof vaults, kept at a controlled temperature, in the National Archives Building.

Cooperative Success

The experiment in consumer cooperation at Greenbelt, Maryland, has been in operation for seven months, and at present all four of the town's businesses are more than making



THAT NIGHTMARE IS HERE AGAIN
HERBLOCK (C) CARTOON

UAWA. Several weeks ago President Homer Martin ousted five executives of the national organization. The union split into two factions, one supporting Martin, the other backing the suspended officials. Last week the five men were put on trial by the union's executive board. But the first meeting broke up in a fist fight when large groups of each faction tried to get into the room in which the hearings were to be held.

President Martin says that the five men whom he suspended are radicals, that they are associated with the Communist party, and that they conspired to destroy the union. The five officers, headed by Vice-President Richard



TVA CHAIRMAN TESTIFIES
Harcourt A. Morgan is here shown testifying at a hearing held at Knoxville, Tennessee, by a joint congressional committee which is investigating the activities of the Tennessee Valley Authority. Chairman Morgan is shown at left of table wearing a gray suit.

the United States

Doing, Saying, and Thinking

expenses. Greenbelt is the government-built community several miles from Washington. Last winter, when the first families moved into Greenbelt, the Greenbelt Consumer Services, Inc., set up a grocery store, a drugstore, a service station, and a barber shop. About



GOVERNOR "HAPPY" CHANDLER

\$40,000 has been invested. Now it is planned to sell shares in the businesses to families living in Greenbelt. Each share is to be worth \$10. According to cooperative principles, however, each resident will have only one vote in deciding the policies of the cooperative, no matter how much stock he owns. Any money which is left at the end of the year is to be distributed among the shareholders and the families which patronize the businesses.

Before the summer is over, Greenbelt is to have a theater, a beauty parlor, a laundry, a cleaning and pressing shop, and a shoe-repair shop. Once all these businesses are established, the annual receipts of the cooperative enterprises are expected to be more than half a million dollars.

Hollywood Monopoly

Eight of the nation's largest motion picture companies—Paramount Pictures, Loews, Radio-Keith-Orpheum, Warner Brothers, Twentieth Century, United Artists, Columbia Pictures, and Universal Corporation—were named by the Department of Justice recently as codefendants in one of the largest anti-trust suits ever filed by the federal government. These companies, contend the government lawyers, have used unfair and oppressive practices against independently owned theaters. They control the production, distribution, and exhibition of 65 per cent of all films in the United States. If allowed to continue their present practices, the suit claims, the major companies will soon drive independent theaters completely out of the field, make it impossible for competitors to establish new theaters, and

prevent independent producers from finding markets for their pictures.

Will H. Hays, president of the Motion Picture Producers and Distributors of America, says that the industry welcomes the action brought by the government, because it will serve to clarify the laws and let the companies know where they stand.

The Chief's Guard

When President Roosevelt goes traveling, the Secret Service men whose duty it is to protect him have no easy task. Every stop brings out a huge crowd to see the President; the guards must see to it that there is no would-be assassin in that crowd. A dozen Secret Service men traveled with the President on his recent cross-country journey. Harlan Miller, special writer for the Washington Post, wrote of these men:

Obviously, they are a hand-picked lot; muscular, athletic, quick-witted, keen-eyed, diplomatic, unobtrusive as possible. . . . Often they accomplish with a gesture what lesser men might do with a six-shooter. They carry guns, but never use them. In a pinch, they can say it with a punch in the nose or a flying tackle. Some of them were football stars. All are urbane men of the world.

They wield more unquestioned power than any police officials in the land. As the President walked up the gangplank of the cruiser *Houston* just before he sailed, Secret Service Man Tom Quarters, of Notre Dame fame, out of the corner of one eye spotted a photographer perched high



THE NO. 1 PROBLEM
PEASE IN NEWARK EVENING NEWS

on the airplane deck, snapping pictures he shouldn't. Handsome, sardonic Mike Reilly, another of the bodyguard, corralled the cameraman and very quietly, expertly, and swiftly removed the films from the camera and tore them up, in such an offhand manner that few people noticed it.

In a pinch, any of them would eat a little lead. . . . Men who reached into a pocket for a cigarette were instantly spotted. Fidgeters were quieted with a gesture. . . . One man who reached for a handkerchief was frisked before he could get his hand out of his pocket. In some places—like chilly Treasure Island in San Francisco Bay—topcoats were taboo near the President. . . . Some front-row spectators were ordered to button their coats tight, so bulges would show.



POLICE ROUT NORTH CHICAGO STRIKE PICKETS

Chicago police are here shown firing tear gas guns at pickets in a battle between 200 officers and 500 pickets of the CIO. The Chicago Hardware Company foundry had been strike-bound since June 6; company officials and union leaders cannot get together on terms.



TWO EXAMPLES OF THE PHOTOGRAPHER'S ART
(Illustrations from "The Fun of Photography" by Mario and Mabel Scacheri. Harcourt, Brace.)

NEW BOOKS

DOWN in front of the White House the other day, a smiling old lady was standing on the drive by the entrance, while a man, perhaps her son or her nephew, was snapping her picture with a small camera. When she gets back to her home in Dubuque or Sauk Center, the family will get together and see Aunt Hattie posing by the President's front porch. They may be disappointed to hear that the guard at Lincoln Memorial would not permit her to lean against the knee of the gigantic statue for a snapshot, but there will be other pictures of her at the Capitol, the Supreme Court building, Washington Monument, and Mount Vernon to make up for that.

Aunt Hattie will be just one of the thousands who are posing for pictures all over Washington and other vacation spots this summer. Every group of tourists has its camera enthusiasts, some of them armed with expensive foreign models and a variety of special lenses, while others have only small box cameras. But whatever their investment in equipment, all these picture addicts would profit by reading "The Fun of Photography" (New York: Harcourt, Brace, \$3.50), by Mario and Mabel Scacheri. During the current plethora of manuals for amateur camera artists, this volume can claim a distinction all its own—that it pays ample attention to the technical problems of photography, while on the other hand emphasizing that after all, this picture-taking is full of pleasure and good times.

So it is that the Scacheris say the mind behind the lens—its ingenuity and its planning—is more important than technical differences between cameras, film, and exposure meters. For readers who do have an inquiring mind, their suggestions about lighting, appropriateness, proportion, and pose will be valuable. And with such ideas, the person who carries a box camera may turn in results that will be the envy of better-equipped artists. There are 375 photographs in the book to show the right and the wrong ways to carry out these ideas.

IF Charles B. Driscoll's "The Life of O. O. McIntyre" (New York: Greystone Press, \$2.50) becomes a widely read book, it will be due largely to the late columnist's vast popularity as a reporter of the goings on in New York for readers in city and in hamlet all over the land. For the book itself is hardly a credit to Mr. Driscoll's record as a writer. True, it tells all about Odd—his uncertain boyhood, his succession of jobs at hotels and on newspapers, his love for dogs, his numerous phobias, and his gradual rise to a zenith in journalism that never crumbled once he found the recipe for success. But there are lapses when Driscoll seems to be piecing together sketchy clippings of information, and others when he wanders into the field of psychology to "explain" the developments in McIntyre's career that perhaps boosted him up the ladder.

Thus, what McIntyre did himself must serve to obscure these faults. One wonders

whether he was not amazed at these accomplishments, because in earlier years he felt insecure in any number of newspaper positions. While still at home in Gallipolis, Ohio, he envied the smooth-talking fellow who could approach folks easily, and ask for items to print in the local paper. But for Odd, this process was accomplished only with a great deal of hesitancy and squirming. How different it was when years later he could count as friends scores, even hundreds, of famous people, and could jot down items about their lives for a nation to read. But he never quite got over the penny-counting days when he and Maybelle, his wife, had to cook on a gas-plate during their early New York years; to the end he typed his columns on a single sheet of paper, using no margins and making no carbon copies. He remembered when paper was dear to him.

Though Driscoll's biography fails in some respects, it is correct in naming Odd's strong points. He remembered his home town, and sincerely liked to write about it and its people. He considered himself a small-town boy, not a city product. He liked dogs. And he praised worthwhile human accomplishments and traits. No grudges soured his daily mixture of "purely personal piffle," "look alikes," and "thingam-bobs."

IT is the aim of George L. Ridgeway to show in "Merchants of Peace" (New York: Co-



DRAWING OF O. O. MCINTYRE BY JAMES MONTGOMERY FLAGG
(From "The Life of O. O. McIntyre" by Charles Driscoll.)

lumbia University Press, \$3.75) that the International Chamber of Commerce needs some recognition and credit for its good deeds in world affairs, especially since industrialists and capitalists are often charged with being at the bottom of wars and discords. Knowing this, the reader is therefore given an opportunity to compare his history with the charges which critics have made. Mr. Ridgeway's account will be useful for this, because it is carefully documented, and does not lapse into empty songs of praise for the businessmen.

—J. H. A.



MOVING INTO THE WEST BY COVERED WAGON
(From "A History of Our Country" by David S. Muzzey. Ginn and Company.)

Historical Backgrounds

By David S. Muzzey and Paul D. Miller

The Machine Age and Middle-Aged Workers

THE problem of the older worker, discussed elsewhere in this issue of THE AMERICAN OBSERVER, is but one of the serious dislocations wrought by the fundamental economic changes which have taken place during the last century or so. Along with the manifold blessings that the Machine Age has bestowed upon mankind is the heavy toll of human wreckage it has left in its wake. And, as is indicated elsewhere, none has felt the cataclysmic effects of the economic transformation of technology more acutely than the worker in his forties or fifties.



DAVID S. MUZZEY

It has not always been so. In earlier stages of economic development, both in the United States and abroad, workers in their forties, fifties, and even sixties performed a useful function and enjoyed a sense of security which in all too many cases is lacking today. If anything, the older worker enjoyed a favored position, for his economic livelihood and security depended to a large extent upon the skill which he had acquired and perfected over a long period of time.

Skills Required

Under the guild system of old, where so much depended upon special craftsmanship, the acquisition of skill came as a slow and tedious process. The older men were the teachers of the young, who came into the various shops as apprentices to learn the skilled trades. Success did not depend upon the efficiency with which one could handle a machine; it depended primarily upon the skill with which he could produce his various wares.

Most of these earlier skills have been rendered useless by the technological advances made during the Machine Age. New skills are required and employers frown upon older workers when they choose men to acquire these new skills. However adept or efficient the older man may be in fact, he is considered less valuable than the younger one because, for one thing, his years of usefulness have been shortened by the mere fact of age.

While the problem of the older worker is not a product of the recent depression, its serious and tragic aspects have been called more forcefully to public attention by its growing proportions. In the earlier days of our history, there were safety valves which today are lacking. The great undeveloped West beckoned to those who would start life anew, and the older worker who had been dislodged by industry found

fresh opportunities for hope and security. He was likely to be a more suitable candidate to settle the new lands because he had reached maturity and had a family which could assist him in building his new domain.

Even before the 1929 depression, there were indications that the problem of the older worker was assuming considerable proportions. As far back as 1896, for example, the superintendent of the free employment office in New York City declared in his annual report: "We find it very hard to get employment for women after they reach 35 years of age, as the demand is for young women. And in this respect the age limit for men, as far as we can judge, appears to be 45 years." During the early years of the present century, certain ominous signs appeared on the horizon. In 1900, the New York commissioner of labor statistics placed the deadline for women at 45 and for men at 50. In 1907 a Massachusetts commission wrote that "many concerns refuse to take inexperienced men over 35 years of age." Phrases such as "the crime of 45" and "the scrap heap at 50" were frequently heard in the pre-war days.

World War Boom

Whatever its tragic consequences, the World War served to offer a temporary solution to the problem of the older worker. With so many of the younger men taken out of productive service by the demands of the war, and with industry geared to a new peak of activity, older men, many of whom had retired, were called back and taught to perform operations with which they were totally unfamiliar. Nor did they show themselves unequal to the task. The virtues of the men over 40 were lauded, as they proved themselves efficient, alert, and expert in all their new duties.

But those who predicted that the older men had come back to industry to stay were mistaken in their prognostications. When the war was over, many of them were again relegated to idleness. Age discriminations again began to appear in industries as the younger men returned from military service and there was a slackening in economic activity all along the line. The true seriousness of the problem, however, was still obscured by the booming activity of the twenties, and the full impact of the problem was not felt until the nation was swept by the 1929 hurricane. As the storm began to subside in 1933, 1934, 1935, and more clearly in 1936, it became apparent that it had left in its total wreckage hundreds of thousands of middle-aged workers who faced the grim prospect of never again finding a niche in the economic structure.

Personalities in the News

Josephine Roche

The soft-spoken, gray-haired woman who played such an important role during the recent National Health Conference in Washington was Miss Josephine Roche, former assistant secretary of the treasury in charge of public health, and at present chairman of the formidable-sounding Interdepartmental Committee to Coordinate Health Activities and Public Welfare. It was in this capacity that Miss Roche presided over the conference and presented to it the committee's plan to extend medical service by government assistance.

Miss Roche has devoted most of her life to social service and government work. After graduating from Vassar in 1908 and Columbia in 1910, she returned to Denver and became interested in children's work. From then until 1927, she served as probation officer in Denver, as director of the Foreign Language Information Service in New York, and as director of the editorial division of the Children's Bureau in Washington.

In 1927, 40 years old, Miss Roche inherited a sizable share of the Rocky Mountain Fuel Company, one of the most important coal-mining firms in Colorado. She took over the management of the company herself and turned it into a laboratory for her social and labor theories. It became one of the most profitable coal-mining concerns in the country, despite the fact that Miss Roche paid higher wages than did most of her competitors.



JOSEPHINE ROCHE

President Roosevelt called her to Washington, first as an official under the NRA, then as a member of the Advisory Council on Economic Security, and finally as assistant secretary of the treasury. She resigned that office in November so that she could devote more time to the affairs of the fuel company, but continued her work with the health committee.

Grover A. Whalen

With so many celebrities pouring into its crowded confines, the city of New York needs and feels that it must always have an official welcomer—one who will extend a hearty handclasp to the visiting prince, movie star, or transatlantic flier, and obligingly freeze into that position while a battery of cameras and flashlight bulbs pop around him. Such a man, apparently, is Grover Whalen, who has undertaken the job of selling the New York World's Fair to the public. Mr. Whalen has put on some of the city's biggest pageants, including the welcome to the troops returning from France in 1919, the \$71,000 reception for Charles Lindbergh, and recently the welcome to Howard Hughes. It is said around New York that a camera never clicks at any important function that Mr. Whalen is not in front of it, whether he is greeting a visiting diplomat at the Battery or showing the three sisters of King Zog a model of the World's Fair.



GROVER A. WHALEN

Born on New York's East Side in 1886, Grover Whalen was brought up in the city streets, in its schools, and finally in the tumultuous political atmosphere of Tammany Hall. Successively as secretary to former Mayor Hylan, as commissioner of plants and structures, as police commissioner, and now as head of the New York

World's Fair, Mr. Whalen has alternated between officialdom and his private capacity as general manager and director of one of New York's largest department stores. A handsome man, the delight of tailors, Mr. Whalen has shown a great fondness for uniforms and parades. Although his popularity as police commissioner was confined to a small group of supporters, most New Yorkers feel that he is the right man to put over the fair on which they are spending so much money.

Dr. Getulio Vargas

Dr. Getulio Vargas, the dictator of Brazil, is one of those astute politicians too wise to attempt to formulate public opinion or to move against its current. Rather he keeps a careful watch upon the direction it is taking, and then tries to take advantage of it. In 1930, when he became convinced that the trend was running against the top-heavy bureaucracy, he emerged from relative obscurity as a



GETULIO VARGAS

politician from Rio Grande do Sul, secured himself an army backing and took over the government by force. A few years later when his own government was menaced by a revival of that feeling, he revoked the constitution and promulgated one of his own which leaned very much in the direction of fascism. When he became aware of a great feeling of resentment in the United States, and a somewhat similar feeling in Brazil, he cleverly turned it to account by molding it against Italian and German fascists in Brazil against whom he subsequently moved. Upon each occasion he has taken stock of feeling both at home and abroad, and maintained a delicate balance between them.

Maury Maverick

The House of Representatives lost a colorful character when Maury Maverick was defeated in the Texas primaries last week. Mr. Maverick, a burly 200-pounder with a roaring voice and a blistering vocabulary, never failed to add zest to the day's proceedings when he spoke in the chamber. During his two terms in the House, he came to be recognized as the leader of the liberal or "left-wing" group. He backed President Roosevelt on nearly every New Deal measure, and struck out more strongly than the President has done for soil conservation, regional planning, and similar legislation.

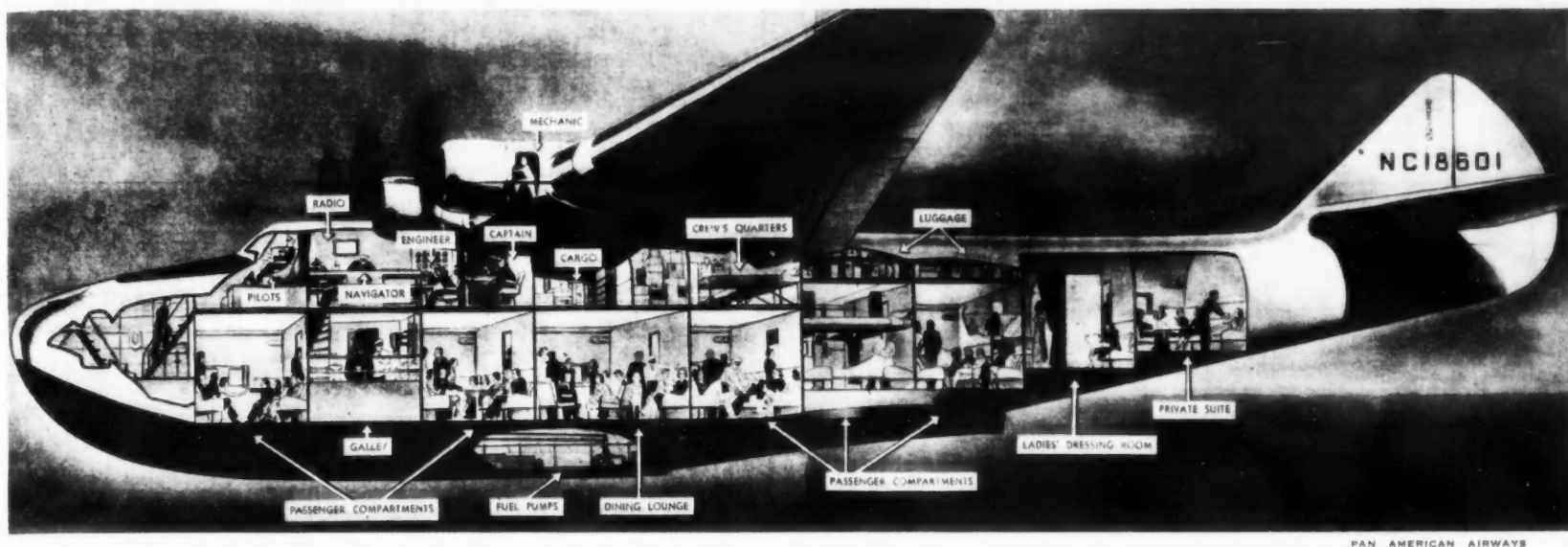


MAURY MAVERICK

It was from that angle that his opponent, Paul J. Kilday, attacked Mr. Maverick. And the vote, said Mr. Kilday, "voiced Texas' disapproval of radicalism in Congress." Friends of Mr. Maverick gave other reasons for his defeat, such as the fact that the powerful San Antonio political machine opposed him bitterly. Mr. Maverick first entered politics in 1929 to fight that machine, when he organized the Citizens' League in San Antonio, where he had been practicing law for several years, and ran for county tax collector.

Washington has not seen the last of him, promised Mr. Maverick after the election. "Lincoln got beat four times," he said, "I guess I can take it once. I'll take a good two years' rest and be back up there." The New Deal was not an issue in the election; both Mr. Maverick and Mr. Kilday promised support for the President.

"New York Today — London Tomorrow"



THE SPACIOUS AMERICAN AIR LINER NOW BEING TESTED FOR TRANSATLANTIC PASSENGER SERVICE. SHE WILL BE OPERATED IN THE SAME MANNER AS A SURFACE SHIP. SHE WEIGHS 42 TONS, HAS A TOP SPEED OF 200 MILES AN HOUR, AND WILL CARRY BETWEEN 40 AND 50 PASSENGERS AND A CREW OF 12 MEN.

TRANSATLANTIC flying was very much in the news during the month of July. First Howard Hughes and his companions crossed from New York to Paris in 16 hours and 38 minutes on the first lap of their round-the-world flight. Then Douglas Corrigan, a young American flying a nine-year-old "crate," startled the world—and himself, according to his story—by taking off in New York and landing in Ireland 28 hours later, rather than in Los Angeles, his announced destination. In quick succession the English plane *Mercury* crossed from Foynes, Ireland, to New York, and the German plane *Nordmeer* flew into New York from the Azores Islands the following day.

Regular Service?

All this activity has revived the question: How soon will scheduled passenger service across the Atlantic be established? Four countries—the United States, Great Britain, Germany, and France—have been conducting survey flights for two years, trying out new equipment and bigger ships, with regular transatlantic flights in view. Now the goal seems near; flying has seemingly reached the efficiency point at which Atlantic flights can be everyday occurrences rather than momentous events.

Howard Hughes' spectacular flight, especially, showed to what an extent aviation has progressed in the last few years. His plane was a marvel of scientific achievement. When Colonel Lindbergh made his solo trip across the Atlantic in 1927, he depended almost entirely on an earth inductor compass as a navigation guide. Chance undoubtedly played a large part in Lindbergh's reaching his destination. But little was left to chance on the Hughes flight. During the entire 15,000-mile trip, the plane was never off its course more than a few miles or its schedule more than a few minutes. A two-way radio outfit kept the crew in constant communication with airports and weather stations; its pilot knew just what to expect ahead. A robot pilot and a robot navigator were aboard the plane to make things easier for the crew.

Mr. Hughes was the first to give credit for the flight's success to the improved equipment and the complete information available. "It was in no way a stunt," said the millionaire flier. "It was the carrying out of a careful plan. We are no supermen. Any one of the air line pilots of this nation with any of the trained army or navy navigators and competent radio engineers in any of our modern passenger transports could have done the same thing. . . . If we made a fast flight it was because many young men in this country went to the engineering schools, worked hard at drafting tables, and designed a fast airplane and navigation and radio equipment which would keep the plane upon its course. All we did was to operate this equipment and

plane according to the instruction books."

Corrigan's flight, of course, was a stunt. With no preparation other than the study of a few maps, with the most elementary equipment, with a second-hand plane which he himself had outfitted for long-distance flying, Corrigan took a chance and won. His crossing really belongs in the earlier days of aviation. The American public, while applauding his skill and daring, realized that his flight did little to further the cause of aviation or the knowledge of transatlantic flying.

The British and the German flights were the first of many which are planned for the summer, and a continuance of survey activities begun two years ago. There is an intense rivalry among the four major powers to see which can make the most rapid progress in transoceanic flying. Prestige and profit await the country which can first have its planes flying from coast to coast on scheduled trips. But at the same time, the four are working together, pooling their knowledge of weather conditions, routes, and so on, to advance the common good.

U. S. Leads

At present, the United States seems to have the edge in this international aviation race. Pan-American Airways expects to send its new Atlantic Clipper, now being completed by the Boeing Aircraft Company in Seattle, on a "shakedown" flight across the Atlantic within a few weeks, if nothing delays the plans. Six of the Atlantic Clippers are under construction, although the first is much farther along than its five

accommodates 50 passengers; berths can be made down at night for half that number. There is a galley in each Clipper which will feed the passengers and crew, consisting of captain, first officer, navigator, radio operator, flight engineer, steward, purser, junior and relief officers.

Pan-American and Imperial

These planes, says Pan-American, will be flying mail between America and Europe this year; by next summer the company expects to have them carrying passengers and other cargo. Pan-American has somewhat of an advantage over its foreign rivals in that it has had experience in ocean flying across the Pacific and South American waters. Starting with a flight from Florida to Cuba, Pan-American has developed its present far-flung system. In 1934 the company practically covered South America; in 1935 the first air-mail service to the Orient was started, and a year later Pan-American began its passenger flights across the Pacific.

Imperial Airways is to Great Britain what Pan-American is to the United States. On its activities rest British hopes of leadership and supremacy in the transatlantic field. At present, Imperial is building several airships on the order of the Atlantic Clippers. The company has also developed land planes which it feels can be trusted to make the flight. But the latest British effort is the "piggyback" plane, the *Mercury*.

The *Mercury* is the British answer to the problem of getting off the water a plane large enough to carry a paying load

cent flight to New York, the *Mercury* made the crossing in slightly more than 20 hours. It stopped at Montreal, 2,700 miles from its starting point, to refuel. The *Mercury* weighs a little more than 10 tons, and has a wingspread of about 75 feet—half of the Atlantic Clipper.

The Germans solve the problem of getting heavily loaded planes into the air by catapulting them from ships. At present, the German air line, Lufthansa, has three sister planes, the *Nordmeer*, *Nordwind*, and *Nordstern*, and two ships, the *Schwabenland* and the *Friesenland*. The former is anchored at Horta, one of the Azores Islands, while the latter is stationed in Long Island Sound. Fourteen round trips are planned by the Germans this summer.

France is lagging behind its three rivals in the matter of transatlantic aviation, but the French are pushing their efforts to get planes into the air this summer. Their largest ship, the *Lieutenant de Vaisseau Paris*, is expected to make the flight from Ireland to New York soon. This plane crossed the Atlantic in 1934, but was wrecked by a Florida storm.

Future Plans

Two general routes are used by the ocean-flying pilots. Planes following the northern route leave North America at Botwood, Newfoundland, and go straight across to the Irish port, Foynes. The British and the Americans have used this route extensively. The southern route starts at Lisbon, Portugal, on the European side, and covers 1,050 miles to the Azores Islands. The British, when using this southern route, then fly up to Botwood, a distance of 1,500 miles. The Germans fly straight to New York, 2,400 miles. American ships using this route have flown from the Azores to Bermuda, 2,067 miles, and then up to New York. Although the southern route is longer, it gives the planes a stopping point in midocean and is supposed to offer better flying conditions, especially during the winter.

To what will this experimentation lead? Almost certainly to scheduled passenger service within the next year. And aviation enthusiasts foresee the day when flying ships of 100 tons or more will cross the Atlantic at 500 miles an hour. The United States Maritime Commission reported last year that in a short time airships of 50 or 75 tons might replace the great luxury liners, such as the *Queen Mary* and the *Normandie*.

Such prophecies do not stretch the imagination, when one considers that it has been only a few years since three- and four-ton ships were monsters, and since 200 miles an hour was incredibly fast for airplanes to travel. Now there is a plane of more than 40 tons, and the speed record is 441 miles an hour. Having breakfast in New York and dinner in London is fast becoming more than a dream!



PICKBACK PLANE AT END OF FLIGHT

The Imperial Airways' plane *Mercury* preparing to land in New York, 25 hours after having left Ireland.

sister ships. The Clippers, built especially for Atlantic service, are huge 42-ton seaplanes, measuring more than 100 feet in length and 150 feet from wing-tip to wing-tip. They are monoplanes, powered with four Wright Cyclone engines of 1,500 horsepower each. They have a cruising speed of about 150 miles an hour, and a top speed of more than 200. Each plane

of cargo and sufficient fuel to cross the Atlantic. The *Mercury* has a mother ship, the *Maia*, on which it rides into the air. When high enough, the *Mercury* cuts loose and continues on its way alone. Thus launched, the *Mercury* has a range of almost 4,000 miles; when forced to take off under its own power, the plane can carry only half as much fuel. On its re-

The Predicament of the Older Worker

(Concluded from page 1)



DELEGATES TO THE TOWNSEND CONVENTION IN CLEVELAND, JULY 1936
Government has acted to help people over 65; the worker "over 40" becomes a serious and tragic problem.

ment measures to reduce or remove discrimination against the older workers in the labor market.

Widespread Discrimination

It is impossible to tell exactly the extent to which American companies discriminate against workers of 40 or over in their hiring and firing policies. A few investigations have been conducted in various states, and private organizations have made a number of important surveys. From these data the trend is unmistakable. Regardless of qualifications, age is definitely a handicap to the worker of 40 or 45 in seeking employment. Unless the trend is reversed, the problem will become more serious in the future, for with business fluctuations workers of 40 or more are likely to be thrown out of work, with their chances of reemployment greatly reduced.

Early in the depression a survey was conducted covering 2,000 manufacturing concerns in New York state. It was found that one out of every five had either a formal or an informal policy with respect to age-hiring. For the most part it was the larger establishments which had the discriminatory regulations, establishments which employed nearly half of the total workers covered by the survey. An investigation in Massachusetts made in 1936 showed that of 3,781 concerns canvassed, 230 had no male employees 45 years or over; 137 had fewer than 10 per cent; and 434 had between 10 and 20 per cent.

Nor do these figures begin to tell the whole story of what is happening to older workers in American industry. Many com-

panies, while denying that they have a policy with respect to hiring older workers, do in actual practice show preference for the younger men and women. Many of the newer industries, in particular, are reluctant to employ men over 40. A recent Massachusetts survey, for example, found that in the silver and plated ware industry more than half the men employed were over 45, whereas in the radio industry, only seven per cent of them were of that age group.

The effect of age upon employment opportunities extends through all occupations. As Waldemar Kaempffert declares in a recent article appearing in the *New York Times Magazine*:

Solomon Barkin, the investigator who wrote the report of the New York Commission on Old-Age Security, declares that in the manufacturing industries of the state of New York "the older person," meaning the man or woman over 45, "is definitely barred from 59 per cent of the available jobs." Even then the chance of success is limited to "an additional 30 per cent under the terms of a 'special age-hiring policy.'" In other words, discrimination against the "older person" hedges 89 per cent of the jobs available. The verdict of "too old" affects not only manual workers but white-collared clerks, engineers, chemists, teachers, professionals as a class. There is even evidence that some corporations have a policy of "firing at 50."

Reasons for Age Policies

A number of reasons have been advanced for the erection of age barriers in the hiring of employees by private industry. The first of these is that workers of 40 or over are bad physical risks. It is contended that they are less efficient because of age, are

likely to fall prey to certain diseases, are less adaptable to new methods than younger workers. The validity of these arguments has been questioned by a number of authorities. As a matter of fact, it is difficult either to prove or disprove their validity, since one is dealing with qualities which cannot be easily measured. Such investigations as have been made, however, do not indicate that men of 40 or more are less efficient and have a lower rate of productivity than younger workers, except in certain isolated industries. The contrary is frequently the case, as older workers are likely to be extremely conscientious in fulfilling their duties.

Another reason for the discrimination against older workers is the adoption of private pension plans by a number of companies. About four million workers are covered by industrial pension plans. In order that pension plans may work satisfactorily, they must cover employees who have spent from 20 to 30 years in the company. It is in order to avoid the responsibility of taking care of older workers who have not been employed for that length of time that many firms have erected the barrier against the employment of men of 40 or 45.

Group insurance schemes of one kind or another have also been a contributing factor to the age-hiring policies of a number of companies. The rate of premiums for such collective policies is determined by the average age of the workers covered by the insurance. The higher the percentage of older employees, the higher will be the average age and consequently the insurance costs.

Future Prospects

There are many other reasons why older workers do not have a chance in industry equal to younger applicants for jobs. Technological changes have played havoc with older workers in a number of industries. The installation of a new type of machinery may render useless the skills which older workers have acquired. They must be trained to perform new operations. While a company may undertake to retrain the older workers already in its employ, it is likely that in taking on new men in need of such training it will prefer younger applicants who may be expected to remain in its service for a longer period.

Unless action is taken adequately to cope with the problem of the older worker, the situation is likely to grow more serious in the future. As we pointed out in an earlier issue of *THE AMERICAN OBSERVER* (July 18, 1938), the character of the American population is undergoing rapid changes. In the future a larger proportion of the total inhabitants of the country will be of the older age groups. At present, out of every thousand persons in the United States, 260 are 40 years of age or over. It is estimated by competent authorities that in another 20 years or so, 360 persons out of every thousand will be between 40 and 65. "Because of a declining birth rate and a declining infant mortality," Mr. Kaempffert says in the article already referred to, "because of a longer expectancy of life at birth, because of our betterment of the public health, we are rapidly becoming a nation of elders. Is the extension of human life to be an extension of misery for millions? Years have been added to life. But, we may inquire, what kind of a life have the added years brought with them?"

No Easy Solution

That the problem of the older worker is a serious and a tragic one, no one will deny. That there is no sure and easy road to its solution is

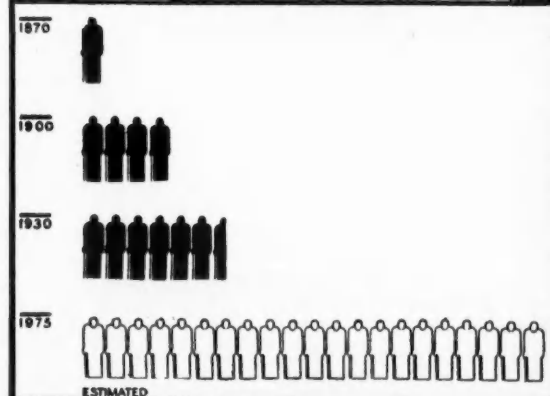
equally clear. A number of the states are alive to the problem's implications and have studied means whereby amelioration might be possible. Only one state, however, has enacted legislation to cope with the problem, and that is of questionable value. A statute passed in Massachusetts last year requires all employers to keep records of the ages of their employees and empowers the Department of Labor and Industries to publish the names of employers who, after investigation of complaints, are found to have dismissed from employment or refused to employ "any person between the ages of 45 and 65 because of his age." Here is an attempt, by means of the black list, to bring the pressure of public opinion to bear upon companies which discriminate against older workers.

Action Studied

A step in the direction of assisting the older workers was taken this year by the New York legislature when it passed a law forbidding state and local civil service commissions from fixing arbitrary age limits for entrance into public service, except in the case of such positions as require unusual physical fitness.

It is doubtful, however, whether a great deal can be accomplished by legislative act. "I do not think that by any means the whole problem can be solved by legislation," Secretary Perkins declared recently. "Most of this has to be solved by common sense and by a change of those policies which are against common sense. And it is against common sense to leave people of 40, 45, and 50 out of work in any considerable numbers when they are willing and able to work."

Unless a common-sense solution to the problem can be found, the United States is likely to be confronted by a permanent army of middle-aged unemployed composed of people who are economically useful but who are unable to find positions where they may perform useful economic functions. Provisions are already made to take care of needy aged and needy youth, but this group stands outside the pale. Unemployed workers over 40 may become a permanent burden upon society, despite the fact that they may still be almost in the prime of life and of an age when they should be able to look forward to years of service.



AS THE AMERICAN POPULATION GROWS OLDER
(Chart by Committee on Economic Security. Each figure represents one million persons 65 years and over.) Above, NO END IN SIGHT YET. Herblock cartoon in *Chester (Pa.) Times*.

Smiles



HEN. IN SAT. EVE. POST
"SHE SCARES EASILY, BUT HER CURIOSITY ALWAYS GETS THE BETTER OF HER!"

The visitor paid his bill at the fashionable hotel, and, as he went out, he noticed a sign near the door, "Have you left anything?" So he went back and spoke to the manager. "That sign's wrong," he said. "It should read, 'Have you anything left?'"

"Did the new play have a happy ending?"
"Oh sure, everybody was glad when it was over."
—SELECTED

Son: "Mom, what becomes of an auto when it gets too old to run?"
Mother: "Well, in most cases the owner sells it to your father."
—CAPPER'S WEEKLY

"One thing you must say about boxers is that they are ethical."
"What do you mean?"
"Well, they must always look out for the rights of others."
—SELECTED

In a hospital where medical students were getting training, it was announced that a celebrated surgeon was to perform an appendectomy.

He asked his patient: "Do you mind if I operate in the large surgery—a lot of students want to watch?"

The patient agreed, but when he came out of the ether he had a pain in his back. "Nurse," he said, "I expected my right side to hurt, but I don't understand this back."

The nurse replied: "Oh, the doctor got so much applause he removed your left kidney for an encore."
—SELECTED